

Chapter 569

NEWSLETTER

PRESIDENT

Ken Dahle
Rt. 1
Milford, NE
(402) 761-2601

VICE PRESIDENT

Ken Mueller
5100 Rosebriar Ct.
Hickman, NE 68372
(402) 792-2878

SECRETARY/TREASURER

Ray Supalla
2201 W. Foothills Rd.
Lincoln, NE 68523
(402) 423-5297

NEWS EDITOR

Roger Aspegren
Rt. 1, Box 42D
Denton, NE 68339
(402) 797-5825



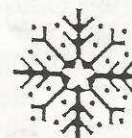
CHRISTMAS PARTY

December 6, 1992

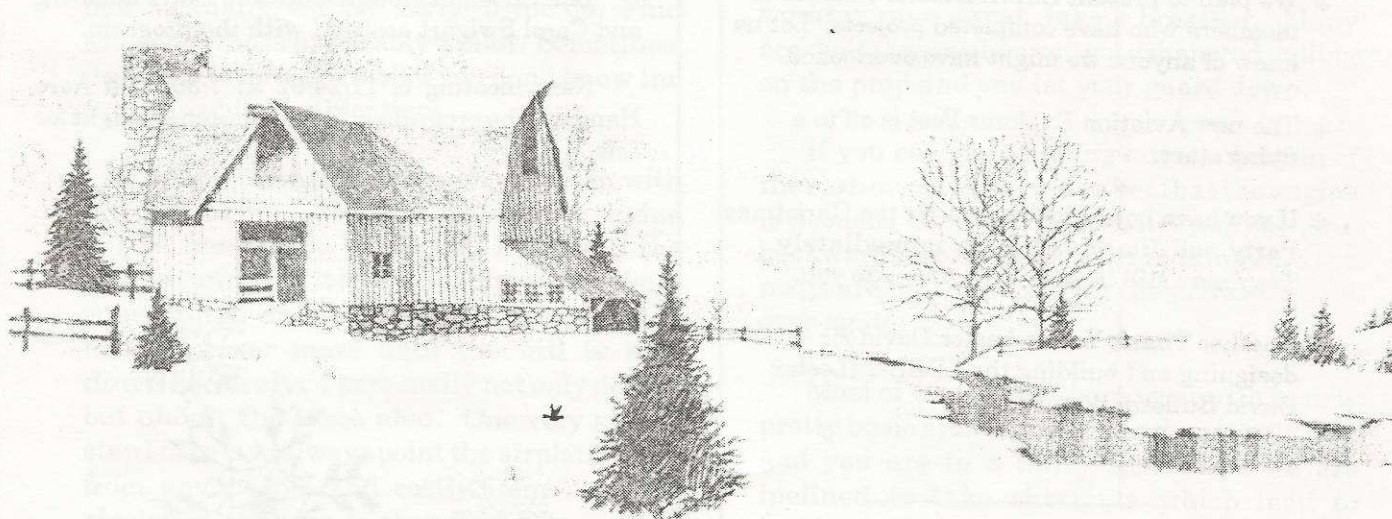
Social Hour 6 PM

Buffet "All you can eat" 7 PM

Legionaire Club
5730 "O"
Lincoln, NE



Jim is being a little evasive about the details of the evening's activities, however all of you who have attended in the past know it will be a great time!



HAPPY HOLIDAYS

EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086 - PHONE 414-426-4800 - FAX 414-426-4828

PRESIDENT'S MESSAGE

This year has cruised by quickly and successfully, I trust.

The new officers are dedicated people who will do a good job and I'm sure you will give them the same cooperation I have enjoyed.

Congratulations and thanks to Jim Debus for his KR-2 story.

May you have unlimited ceilings and visibilities as you experience the sky beyond.

Thanks and best wishes.

Ken Dahle

SHORT TRIPS AROUND THE PATCH

- * 1993 Officers were elected last month. They are:

Ken Mueller.....President
Rick Cooper.....Vice President
Bud Erickson.....Secretary -Treasurer
Roger Aspegren...Newsletter Editor

- * The 1993 Status Report and Liability Insurance application have been sent to Headquarters.
- * We plan to present E.A.A. Builder Patches to members who have completed projects. Let us know of anyone we might have overlooked.
- * The new Aviation Explorer Post is off to a flying start.
- * If you have not signed up yet for the Christmas Party, call Jim or Janice Fix immediately. They may still be able to accomodate you.
- * Another Thank You to Lester David for designing and building the LDBB-1 (Lester David Bulletin Board #1)

**Temper is what gets most of us in trouble.
Pride is what keeps us there.**

PROJECT COMPLETED

Tom and Lynne Werner announced the completion of their new homebuilt project.

Specifications:

Name: Adam Thomas Werner

Length: 19 inches

Time of completion: Nov. 14, 10:30 PM

Weight: 8 lb. 7.4 oz.

Performance: "Sky's The Limit"

Congratulations Tom and Lynne.

EAA AVIATION EXPLORER'S POST 569

EAA Aviation Explorer Troop #569 met November 10 as scheduled.

Two new members signed up totaling seventeen explorers in the troop.

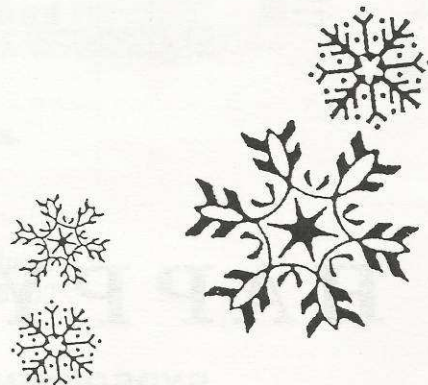
The program of "Flight Training" was conducted by Mark Kazara of Capital Aviation. Mark signed up with us last month as a new member of EAA #569. Mark provided his 172 to show and tell for the troop members.

The program also included the paper airplane flying contest that was initiated last session with the rules and official materials. First place winner was Chris Johnson, second was Matt Gangler and third were Travis Vochum, Nathan Peters and Joe Tindle.

Don Shoemaker, Jeff Clausen, Bob Flansberg and Carol Swigart assisted with the program.

Next meeting is 11/24/92 at 7:30, Hill Aero Hangar. The program is "Air Ambulance/Flight for Life."

Doug Hill



"PROP" WITH CAUTION

The following article was written by Jeff Clausen. In the first paragraph he refers to the clips printed on the reverse side of this sheet.

-editor

I cut these articles out of the paper some time ago and recently ran across them again. I thought it an appropriate time to run it in our newsletter with cold (battery draining) weather here.

If you've flown for any length of time you've hand propped an airplane a time or two. Some of us have airplanes without such a luxury as a starter and have no choice but to resort to the old "Armstrong" starter. Even those rich guys with fancy airplanes that have starters have found themselves with a dead battery and an appointment to keep. Either way, sooner or later you'll find yourself having to prop your plane if you want to fly.

I'll bore you with the obvious simply because some of you may have never experienced this before. 1. Try to find somebody qualified to hold the brakes, run the throttle, and turn the mags on. Take it from me, don't, and I mean NEVER, give your wife 5 minutes of instruction on what to do with the brakes and throttle and expect her to do it right the first time. Your new nickname will be "Lefty" if you do. Find someone who is preferably a pilot. Sometimes its better to do it yourself if you don't know the person or his qualifications.

Let's assume that you're on your own with no one to help you. If its winter and the engine is cold, preheat it. This will help keep the engine running if it catches. After you preheat your engine and are ready to prop it don't make another move until the **tail is tied down securely**. I personally not only do this but **chock the tires also**. One very simple step I take is to always point the airplane away from any people and costly items such as airplanes. Failure to obey this rule could be very costly to your billfold and your health. The billfold you can no doubt understand, your health is mentioned because if you let your puddle jumper eat someone's plane you're

probably going to receive at least a black eye, bloody nose, fat lip and a broken arm if the guy who's plane you just ate is really ticked. After the engine is preheated, tail tied down, wheels chocked, nose pointed away from people and expensive stuff, you're almost ready. Make sure the area immediately in front of the prop is clear of ice and/or snow. This is the last place you want to slip and fall. I would recommend pulling the prop through 20 times to loosen things up a little before starting. Make sure the mags are off, of course, before pulling it through. If, in your mind, everything is ready, prime your engine 2-3 strokes if the temperature is below 40 degrees or so. I usually leave the primer out if its cold out so that if and when it does start you can keep it running by slowly pushing in the primer. This acts as an accelerator pump since most Continental 65 H.P. engines don't have accelerator pumps on their carbs. Therefore pumping the throttle won't do much for you on these engines when they're cold. This trick also works well on most other engines w/o fuel injection.

With the mags on and throttle cracked a little, pull the prop through and treat it like a loaded gun. With any luck the engine will start right away. If it does, always step back and walk around the wing to avoid the prop. If it doesn't start for you right away and you start working up a sweat, take a breather. Many accidents occur when you get exhausted pulling on the prop and you let your guard down.

If you see gas dripping out the bottom of the carb or cowling you can bet that the engine is flooded. On the Cub I usually pull the prop backwards 10-15 times, after making sure the mags are off. I then begin the procedures all over again.

Most of what I have bored you with here is pretty basic stuff. However, when it gets cold and you are in a hurry sometimes we are inclined to take shortcuts which lead to incidents like the Champ stuck in the trees or worse yet, injuries caused by a whirling prop.

HAPPY LANDINGS!

Jeff Clausen

Champ pilots are more (or less) careless than the pilots of other starterless types.

As interesting as these stories are, we should never forget that each was caused by carelessness and each could easily have resulted in one or more

fatalities. The more common story is about the runaway Aeronca which fails to take off because it is intercepted by some solid object. Firmly tied Aeroncas don't get away. Please try to stay out of the papers.

C10 THE DAILY DISPATCH, Moline, Illinois Wednesday, October 21, 1987

National

Vintage airplane takes off without pilot

WATERTOWN, N.Y. (UPI) — The pilot of a vintage plane forgot to shut the throttle before spinning the prop in a hayfield and ran along clinging to the tail before watching it wander off into the wild blue yonder in ever-widening circles.

"If I'm lucky, it could come down on its wheels," said Douglas Youngs, 58, who last saw his hand-built 1946 Aeronca Champ circling 3,000 feet above rural upstate New York Monday with only enough fuel to fly for about two hours.

State Police began a search after a resident of

Adams, N.Y., about 10 miles from the hayfield in Hounsfield, N.Y. reported hearing what sounded like a plane crash Tuesday night — about 15 minutes after the pilotless plane lifted off after dragging Youngs across the field.

The plane was not located.

Youngs, of Lorraine, N.Y., who flew in to visit a friend, said Tuesday the "downfall of the whole mess" began when he became distracted while "flopping the prop" on the single-engined plane and failed to shut the throttle.

"It decided it was time to go and it did — and I wasn't in it," Youngs said. "I got around to the door but I couldn't get in and shut her down."

"The plane did a full circle and into the air it went," Youngs said. "I wouldn't want to repeat what I said."

Youngs, who rebuilt the plane from parts in 1981, said he encountered his next problem trying to explain to State Police what happened.

"They said 'Is this for real?' and I told them, 'Damn right it's for real.'"



Runaway aircraft

Douglas Youngs stands beneath his vintage 1946 Aeronca airplane, which became ensnared in a tree near Star Lake, N.Y., Wednesday. The airplane had been missing since Monday, when it flew off by itself from a private airstrip near Sackets Harbor, N.Y., 65 miles away to the southwest. (AP LaserPhoto)

WHEN FOLLY IS BLISS 'TIS IGNORANCE TO BE OTHERWISE.
CYNIC'S CALENDAR FOR 1906

The errant Aeronca

A little after mid-morning of February 15, 1949, 1st Lt. Herbert A. Winters and Cpl. William G. Kaiser prepared for a flight in an Army Aeronca L-16A. For Winters, the Army Air Force Property Officer at Fort Lewis, Wa., it was a required proficiency flight. Kaiser was accompanying him as observer.

As Kaiser handled the controls, Winters propped the little Aeronca and stepped around to enter the aircraft. Kaiser, seeing him coming, reached out to open the door. His arm accidentally hit the throttle and the aircraft, now at full power, began rolling forward. Winters ducked in time to avoid injury as the aircraft began speeding away. A few feet from its starting point Kaiser flew out the still-flapping door.

And the L-16 made a perfect takeoff. It would fly for two hours and 40 minutes, the limit of its fuel supply.

In the meantime, six aircraft were dispatched from Gray Field to search for the errant Aeronca. A Coast Guard aircraft equipped with radar was also sent in to search for the airplane. For the first hour, reports placed the airplane as far north as Tacoma, some 16 miles from its starting point, and as far southwest as Olympia. Some reports said the airplane was flying at a very low altitude, others claimed it was very high. Search aircraft found no trace.

Popular theory said the airplane eventually ran out of fuel and crashed into the waters of Puget Sound. What the theorists didn't know, however, was that the airplane had turned in the opposite direction and, climbing to about 10,000 feet, had successfully penetrated one of the spring season's most violent storms over the Cascade Mountains.

So, no doubt much to Lt. Winters' dismay, the little airplane was a write off.

Or was it? Not at all. A few days later a Kittitas, Wa., pilot named Bob Krouskop spotted the airplane where it had landed—in a pasture about one and one half miles east of the central Washington community. Apart from a wheel broken during takeoff, the airplane had landed virtually intact. It would later be dismantled and returned to Gray Field for repairs, and its career with the Army would continue.

A WORD TO THE WISE IS RESENTED.
CYNIC'S CALENDAR FOR 1906

The following letter was published in the November issue of "Sport Aviation" in the "Letters to the Editor" column. This clearly points out that the ARSAs and TCAs are no longer a place to introduce young dreamers to the joys of aviation. This makes me want the Eagles Nest project more than ever....no fences, security or threats, but the chance to touch and examine airplanes closely and talk to real pilots. Maybe even get a ride which could trigger the beginning of another great aviation career. I feel it is our responsibility to give our children the opportunity to experience the thrill of "grass-roots" aviation. Programs such as the new EAA "Sport Aviation Club" and the "EAA Aviation Explorer Post 569", and small grass strips like Eagles Nest and Pestors, can go a long way to achieve these goals.

The whole point of this long-winded narration relates to a very interesting and demoralizing experience I had a few weeks ago. One of my favorite pastimes is hanging around airports, watching airplanes taking off and landing. I was indulging in this pastime with my ten year old son in Omaha, NE at Epply Airfield. I had purchased a new handheld scanner and we were listening to radio communications between the tower and the pilots. We were sitting by the perimeter mesh wire fence surrounding the field when all of a sudden we heard a siren and saw red flashing lights. It was an airport security vehicle and they approached us. We were told this was not allowed because of security reasons. All vital information was taken by the security guard, name, age, address, etc. This information, according to the guard, was entered into his portable

computer and was being faxed to some bureau in Washington, DC. This also came with the warning that if this happened again within the next six months, my name would be put on a list of potential terrorists. This disturbed me alot, but imagine what must have gone through the mind of my son. Is he to miss the same experience that got me started in flying? Again, imagine if you will, how far my flying career would have gotten had the same thing happened to me.

Ronald L. Perry
EAA 285031
Shenandoah, IA

If you have not sent this form to Jim Fix yet, do it now. Jim will complete a member directory for us as soon as he gets the information. Also, while you're at it, why not send in your \$20 dues for 1993 at the same time? Send to Jim Fix, 3710 Airpark Road, Lincoln, NE 68524.

MEMBER NAME			SPOUSE'S NAME
ADDRESS			HOME PHONE
CITY	STATE	ZIP	WORK PHONE
DO YOU OWN AN AIRCRAFT? IF SO, WHAT KIND?			
ARE YOU BUILDING AN AIRCRAFT?		WHAT KIND?	COMPLETION STATUS?
OTHER AIRCRAFT INTERESTS?			

1992 EVENTS

JAN - Fred Geschwender Shop. Ford V-8 conversion

FEB - Ken Dahle's original design. Tape of first flight.

MAR - Jim Fix, Props

APR - Steve Green, Avionics for Homebuilts

MAY - Tour of projects: Al Cherry's helicopter; Ed Garner & Jim Young's Stearman rebuild; Ray Supalla's Glasair.

Aviation Art Contest

JUN - GPS, Jim Fix's Birthday ; Chapter 80 Fly-in June 8; Chapter 569 Flocking and Picnic June 20.

JUL - Prepare for Oshkosh, Arrival Tape, 1991 Convention, Departure Tape.

AUG - No local meeting. Fortunate members at Oshkosh.

SEP - Reports from Oshkosh Convention.

OCT - Dick Miller videos.

NOV - Jim Debus, KR-2 construction and flight characteristics; Election of Officers; Sponsor Boy Scout Explorer Aviation Post.

DEC - Annual Banquet

A big **Thank You** to the generous people who participated - especially those willing to fill in at the last moment for scrubbed plans.

Ken, I'm sure the Chapter members join me in thanking you for the splendid job you did as our President during the last year. It's a tough job.
-editor

Roger Aspegren
Rt. 1, Box 42D
Denton, NE 68339



Jerold Carlson
2545 North 60th Street
Lincoln NE 68507